

# A Word About The Progressive Farmer.

Editors Progressive Farmer:

I rejoice with you and many others in the bright prospects before you of making The Progressive Farmer a greater help to labor, and a more welcome weekly visitor than it ever has been. With the added editorial help under the new management, it can't help being in the front ranks of agricultural journals; provided, the editors do all they have recently promised, and do not become "puffed up" with the brightness of the prospects.

Let me quote one sentence in the closing paragraph of your announcement in the issue of January 5th: "With such assistance, we cannot help making The Progressive Farmer the biggest, brightest and best farm weekly ever printed in the South." I wish the editor had omitted the words "in the South." We want to blot out sectional lines and sectional feelings, and give the same credit, the same hearty "hand-shake" and the same honest "God bless you" to a good citizen in the Southern point of Florida that we give to a good citizen in the extreme northern boundary of Maine. A paper as good as any "in the South" means to me a paper as good as any anywhere.

Mr. Editor, I think we too often associate true goodness, true greatness, true prosperity, true success, with money; and the money handled, consumed or made, determines our estimate of the goodness, success, etc. It should not be thus. The Progressive Farmer Company, with its thousands of dollars, can do more to help North Carolinians than any company in New York, Boston, and Chicago can with its millions. Did you ever attend a conference, a synod, a convention or association—any religious body when its members had to give an account of their stewardship? If you have, you observed that he who collected the most money was considered the most successful; and strange it is, that man's service is in demand on every charge, much as we hate collections, or turn our hands when the stewards, deacons, elders or the plate comes around. The Progressive Farmer has not as large a subscription list as some farm journals, nor has it as big account in the bank, but it has more brains, more honesty, more anxiety to do good service than many companies with much more capital North and South of Mason and Dixon's line; and it ought to be the best agricultural paper for every farmer in North Carolina. We place no discount on big subscription lists and large bank accounts; but there is a premium on brains and honesty of purpose. The latter will draw patronage and accumulate cash; the former, by themselves, will cheer but few homes and fill fewer cribs. We close by quoting the remainder of the paragraph alluded to: "And we trust that every reader will co-operate with us in the effort to send the paper to every nook and corner of North Carolina during 1904."

P. A. HOYLE.

Catawba Co., N. C.

## Good Roads in Congress.

Editors Progressive Farmer:

Next to Panama and the canals, the subject of good roads appears to be the leading question before Congress this winter. In fact, the Panama question had to stand aside while Senator Latimer made a speech on his good roads bill. He is the junior Senator from South Carolina, and an enthusiastic supporter of the Government aid proposition. The scheme outlined in his bill is quite similar to that of the Brownlow bill which is now occupying such a large share of public attention. Each bill carries an appropriation of twenty-four million dollars to be used during the next three years, and each provides that the Federal Government may aid in the improvement of the roads to the extent of one-half the expense; but the Latimer bill places three commissioners in charge of the proposed Bureau of Highways instead of one director.

Senator Latimer's speech was clear and convincing. He discussed the question along the usual lines. He answered the charge of "unconstitutionality" by citing the fact that Congress had appropriated, and the Government had spent, many millions for road building in the early part of the last century. He also pointed out that the Government continually uses the public roads as post-roads and argued that it was not only constitutional, but just that it should help construct and maintain them.

The South Carolina Senator summarized the arguments for National aid as follows:

1. Because the history of road building demonstrates that a complete system of public roads has never been constructed in any country except by the aid of the general Government.
2. Because the revenues of the Government are raised largely upon articles consumed by all the people, thereby distributing taxation equally, and as all the people could contribute to the construction and improvement of the roads, it is only by Federal aid that this can be accomplished.
3. Because it is the duty of the Federal Government to bear its just proportion of the expense for the construction and improvement of the roads which it uses for the delivery of the mails and for military purposes in time of war.
4. Because better roads are a national necessity; they closely concern the general welfare of the nation, and are therefore a proper object of National aid.
5. Because a surplus of about \$200,000,000 is lying idle in the treasury, which belongs to the people and should be expended for their benefit in a manner which will accomplish the greatest good to the largest number.

B. P. W.

Washington, D. C.

"He's rather an indifferent character, that fellow, isn't he?"

"That's so. He's forever saying, 'I don't care if I do.'"—Philadelphia Press.

## THOUSANDS HAVE KIDNEY TROUBLE AND NEVER SUSPECT IT.



MRS. E. AUSTIN.

An interesting letter to our readers from Mrs. E. Austin of New York City.

Brooklyn, N. Y., Nov. 9th, 1902.

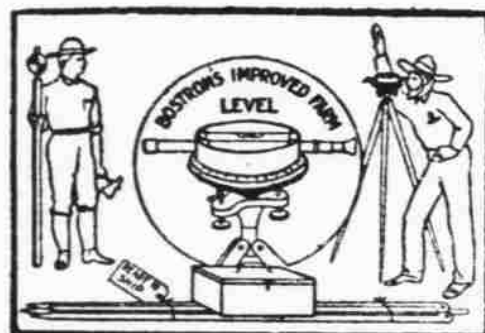
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Mrs. E. Austin.

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References: Farmers and Merchants National Bank, Winchester, Va.

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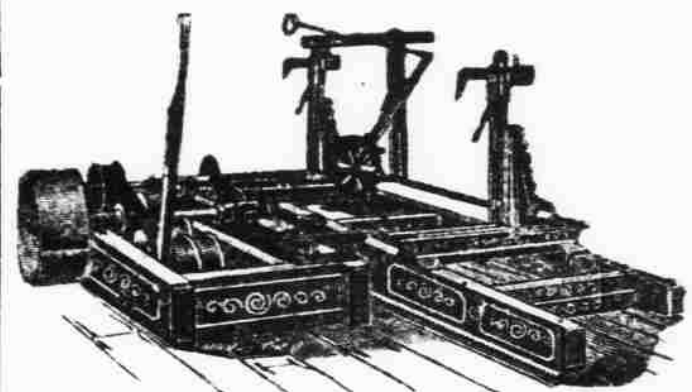
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